

all Pennsylvania lines east of Pittsburgh the percentage of employees who left was under 25.

"A number of employees who left last Saturday are returning in groups of three and four," added the statement.

Officials of the Northern railway report a large number of applications received from men who wish to obtain employment in the Pennsylvania shops in the Chicago district, Fort Wayne, Logansport, Grand Rapids and Toledo.

Meanwhile the fifth day of the walk-out passed in comparative quiet, although several clashes were reported from widely separated sections of the country. Railways at many points began employing new men to take the places of the strikers, while others notified their men that their places would be held open for them and that their names would be stricken from the rolls with the loss of their seniority privileges.

Traffic continued practically without interruption, although some readjustment of schedules and the annulment of some short passenger runs were reported.

DECISION OF WAY MEN HARD BLOW TO STRIKE

Leaders at Washington Acknowledge a Setback.

Special Dispatch to THE NEW YORK HERALD, Washington, D. C., July 5.

Decision by the maintenance of way men not to strike now and to reopen negotiations with the Railway Labor Board at Chicago was acknowledged by labor leaders in Washington today as a severe setback to the shopmen's strike. In Government circles it was believed the action taken by E. F. Grable on behalf of the maintenance of way men is a body blow to the strike.

William H. Johnston, head of the International Machinists Union, which includes a great many of the shopmen on strike, is still optimistic and insists that the strike will stand up and that other large bodies of railroad workers will join the strikers.

Other labor leaders were disinclined to speak for publication, but they believe the strike has been given a counterblow which will be hard to overcome.

While it is pointed out that the maintenance of way men have not definitely decided the strike issue, it is expected that the reopened negotiations will result in a settlement.

The explanation for the pessimistic outlook on the shopmen's strike by labor representatives that the maintenance of way organization, which includes truck walkers and other classes of unskilled laborers, are among the most poorly paid of railroad laborers.

The scale for the different classes of railroad labor is fixed on a graduated basis.

In the case of the maintenance of way men wages have been reduced in some instances to as low as a wage as 25 cents an hour. This means the men in this class labor for approximately \$13.50 a week for a ten hour day and a six day week. If men in this class are willing to accept this wage it is acknowledged that it takes away from other classes of railway labor receiving higher pay the strength of their argument that they are not being paid a living wage.

The shopmen's representatives here today expressed the belief that some of the maintenance of way men will not obey the order of Mr. Grable to remain at work. Signal men, stationery firemen, oilers and freight handlers are being urged by the striking shopmen to join them here.

Of these except signal men, it is expected, may join the shopmen unless developments of the next few days show the shopmen's strike is a failure.

Careful attention was given today in both official and labor circles to the speech President Harding delivered at the annual convention of the American Railroad Union, in which he said it is the inalienable right of an American to labor where he pleased and in which he supported the idea of collective bargaining.

This is regarded as the Administration's viewpoint on the labor situation. It will not support the open shop fight as a principle, but will support the right of the majority of minorities, whether organized or not, in opposition to the employment of certain groups which may not be affiliated with organized labor.

ROADS ASK PROTECTION FOR TRAINS WITH MAIL

Charges Strikers and Friends Are Interfering.

WASHINGTON, July 5.—Interference with the movement of the United States mails by striking railway workers in different sections was reported today to the office of the Superintendent of the Railway Mail Service. The reports came from Marshall, Texas; St. Louis, Chaffee, Mo.; Kansas City, Mo., and De Quincy, La.

Officials of the Texas and Pacific lines at Marshall reported that their trains and mails on other roads in the same territory were being delayed as a result of interference by strikers and their friends, who were tampering with air appliances and otherwise preventing proper movement of trains.

Officials of the St. Louis and San Francisco Railway Company at St. Louis asked protection for mail trains. They requested that action be taken by the Government at once. "Serious trouble" was reported from Chaffee, Mo. The Kansas City Southern Railway Company reported from Kansas City that the strike situation was growing more serious and that at De Quincy strikers had warned officials in charge of mail trains not to attempt to transfer mail matter during the night.

STRIKERS ON TWO ROADS ASK TO GO TO WORK

Springfield, Mass., Shops Almost Filled Again.

SPRINGFIELD, Mass., July 5.—Boston and Albany and Boston and Maine Railroad shop officials reported today, and it was not denied by the men on strike, that the men seeking employment in the shops included a considerable number of strikers.

J. A. Locher, master mechanic of the Boston and Maine shops, said he needed only forty men to make up the 103 who struck, and said he employed twenty-three today.

F. A. Butler, Boston and Albany master mechanic, said he had taken on fifty-nine men since the walkout and that thirty-six taken on today included eight strikers.

CENTRAL ASSERTS MANY ARE QUITTING STRIKE

Reports 100 Per Cent. Return at Avis, Pa., Shops.

ALBANY, July 5.—New York Central Railroad officials today said shopmen on their lines were deserting the ranks of the strikers and returning to work.

General Superintendent Frederick Williamson said that at Malone all the men who quit when the strike was called had gone back to work. He also said that at Avis, Pa., the return was 100 per cent, and that some strikers had gone back to work at Poughkeepsie.

Union officials here maintained there had been no desertions.

JEWELL'S PLEA MAY PUT DAMPER ON RAIL STRIKE

Continued from First Page.

very encouraging." He admitted that in the union stronghold some of the men had not returned, but said this was being offset by new employees. Similar statements were made on behalf of the management of the Pennsylvania, Erie, Long Island and Jersey Central lines. Mr. Jewell said that as far as the Lackawanna was concerned arrangements had been made to have emergency repair work done in the Schenectady plant of the American Locomotive Company.

New York Central officials reported that despite vigorous picketing a decided drift of workers back to their jobs was observed at West Albany, Erie, Ind.; Ashtabula, Ohio, and Buffalo. A message from the last named point was that all the men necessary to man the shops were available and that they were getting selected material.

A report was current yesterday afternoon that a committee of the Long Island employees had threatened to call out the Interborough men because the latter company could, if necessary, supply power to the Long Island City plant of the Long Island road. This was not regarded seriously even as a threat, as the Interborough employees have a distinct organization.

A. J. Burger, head of the Pennsylvania employees' federation and in charge of the strike situation at Long Island City, said he knew of no such move. C. D. Baker, general superintendent of the Long Island, said that his road was not receiving any power from the Interborough, although the existence of a tie line of limited power carrying capacity was admitted by Frank Wiley, general manager of the Interborough.

A meeting of the Long Island employees at Long Island City was addressed by Mr. Burger yesterday afternoon. The speaker said that the attendance showed the conflicting nature of the reports from the two camps. Mr. Burger thought 1,800 were in the hall, while the road officials said 500. The capacity of the hall is probably 700.

To-morrow will be pay day on the Long Island and a report current last night that striking employees who return before that time will not lose their jobs or their seniority seemed to be very encouraging.

While it is pointed out that the maintenance of way men have not definitely decided the strike issue, it is expected that the reopened negotiations will result in a settlement.

COAL ISSUE AWAITS HARDING'S RETURN

Hard Coal Parley To-day, but No Conclusive Action Is Looked For.

WASHINGTON, July 5.—While settlement of the bituminous coal strike appeared to-night to hinge on the meeting of the operators and miners are expected to have with President Harding Monday, another conference of the parties to the anthracite situation will be held to-morrow. It was expected that Secretary of War Woodrow Wilson would be present, and that the miners' union officials and mine owners' representatives, but the impression was that any conclusive action would be held up pending the outcome of the bituminous coal strike.

Though neither the bituminous operators nor the officials of the miners union assembled had power to make binding decisions for their associates, the anthracite conference, as announced by President Harding, constituted actually a joint wage negotiating group.

S. D. Warriner, chairman of the general committee of anthracite operators, and Philip Murray, vice-president of the United Mine Workers of America, led the respective delegations which met Saturday afternoon to make a wage settlement and are expected to do so again to-morrow.

All indications preliminary to the meetings were that the union contingent would offer to negotiate a wage increase on the general basis of scales existing March 31, while the operators, asking a reduction of wages, would suggest arbitration at the hands of President Harding as a means of settling differences.

The bituminous conferees have merely powers to suggest action to their associates in the mining districts and the union.

President Harding, on his return Saturday, will be given full reports from Secretaries Hoover and Davis on what has transpired in the executive conference. Further Government action, it was assumed, will be determined after the information thus assembled has been digested.

STRIKERS SEIZE SHOPS ON ALTON RAILROAD

Drive Out Non-Union Workers Taking Their Places.

SLATER, Mo., July 5 (Associated Press).—Striking shopmen have seized the Chicago and Alton Railroad shops here, driving out non-union men brought in to work, and are holding the shops this afternoon.

Eighteen men were ordered from the shops today and yesterday twenty-five were ordered out. The officials said the non-union men were placed on trains and sent from the town. Other reports declared the men were taken from the shops and that they left town voluntarily.

Alton officials said three guards employed by the railroad at the shops had been arrested by local authorities and placed in jail and that the property was without protection of any sort.

CHICAGO, July 5.—Chicago and Alton officials today said their reports from Slater, Mo., were that all the non-union men who had left the shops there went peacefully and that there was no violence. About forty men were employed to take the places of the strikers. The shops formerly employ about 100 men. The officials and foremen are left on the job.

PENNSYLVANIA MEN GET BACK OLD JOBS

Seventeen Strikers Return to Places in Shops.

PHILADELPHIA, July 5.—Seventeen strikers who walked out Saturday from the Pennsylvania Railroad shops here returned to work today and got their old jobs, according to a statement by the company. It also was announced that more than 1,000 new employees had been taken into the service permanently in the eastern region since the strike began.

The union men continued to picket the shops in an effort to bring out the men who remained at work. Train service and shop activities in the eastern region continue uninterrupted.

FOUND ANYTHING?
If so, send it to the editor in the Lost and Found columns of to-day's New York Herald.

HARDING IN PRESSES LEGION OF MERIT

Tells Veterans Preservation of Law and Order Is With Them.

SPEECH AT MARION
Col. MacNider on the Platform With President Makes Address.

PERSHING IS APPLAUDED
Presidential Party Reviews a Pageant Staged by Citizens of Ohio Town.

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"I admit that," continued Senator Shortridge. "I was going to say that Ohio has been in the habit of giving the President a cable of the earlier type and I cannot look into the future, but I am very sure—as sure as I know the sun will give this dome to-morrow—

from a stand on Prospect street. It was led by city heralds in emblazoned uniforms of red and gold. They followed a long series of floats, showing the Wyandotte Indians, the first settlers, the Pilgrims, the first Marion, the Continental army, Washington at Valley Forge, the Spirit of '76, and then the prairie schooner which brought the first settlers to Marion.

Then came a cable of the earlier type, and I cannot look into the future, but I am very sure—as sure as I know the sun will give this dome to-morrow—

Grand Army in Parade.
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There were many other floats and figures, including "Old Black Joe," an ancient negro. History was a trifle mixed as it went by, the Marion steam shovel getting in the early days section, the grand army ahead of the Spirit of '76, and some features of civil war days and modern Marion ahead of the early settlers, but no attempt was made as to exact historical sequence.

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"Sturdy men pioneered the way to early settlement—and sturdy women too. They blazed the way of development in the making of a new home for their sons and daughters to the peaceful conquest of the greater West—the Mississippi and Missouri valleys. Resolute and able men made secure the social order here, and simple and courageous men blended determination and genius and made the industrial beginning. They had little of wealth, but they wrought wealth out of opportunity and a few lucky stars, and through their sacrifices, but honesty, simplicity, industry, capacity and determination are known to have been the chief essentials of their success. These make for success anywhere, and are available to all who aspire.

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"Death is a matter of psychology and mentality. Death is simply a fear carried into effect by the mind. We are all probably die when we attain an age of somewhere between 60 and 70 years. We believe this and look forward all our lives to dying at that age. As we think of it, we are dying. To live forever we must conquer the tendencies that destroy life."

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